

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

November 3, 1998

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Jim Matteson, Phoenix, Chairman	Tom Buick, Maricopa County
Victor Mendez, ADOT	Jeff Martin, Mesa
*William Bates, Avondale	David Moody, Peoria
Patrice Kraus, Chandler	*Dick Schaner, Queen Creek
*Randy Harrel, Fountain Hills	Ken Driggs, RPTA
Tami Ryall, Gilbert	Steve Hogan, Scottsdale
Jim Book for Ken Martin, Glendale	*Bill Parrish, Surprise
Doug Sanders, Goodyear	Harvey Friedson, Tempe
Mike Cartsonis, Litchfield Park	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Patrick McDermott, Chandler	*Intermodal Management System Working Group: Dave Berry, Swift Transportation Company
*Street Committee: Ron Krosting, Mesa	*Telecommunication Working Group: Debbie Kohn, Avondale
Pedestrian Working Group: Steve Hancock for Mike Branham, Surprise	

\* Members neither present nor represented by proxy.

OTHERS PRESENT

Mark Peterson, BRW	Paul Ward, MAG
Diane Adams, Glendale	Jim Wright, Mesa
Eric Anderson, MAG	Tom Callow, Phoenix
Dawn Coomer, MAG	Wulf Grote, RPTA
John Farry, MAG	Marc Soronson, SRBA
Terry Johnson, MAG	Mary O'Connor, Tempe
Sarath Joshua, MAG	John Osgood, Tempe
Mark Schlappi, MAG	

1. Call to Order

Chairman Jim Matteson called the meeting to order at 10:14 a.m.

2. Approval of Minutes of September 22, 1998

Chairman Jim Matteson noted that item nine of the minutes had an error. In the sixth line, “computer projects of noise levels” should be changed to read “computer projections of noise levels.” Steve Hogan moved to approve the minutes of September 22, 1998 with the change indicated. Harvey Friedson seconded the motion, and the motion passed unanimously.

3. Call to the Audience

No members of the audience wished to address the TRC.

4. Report on the Busway Concept in Curitiba, Brazil

Tom Buick from the Maricopa County Department of Transportation presented information on the busway system in Curitiba, Brazil. The presentation began with pictures of the Curitiba and comparing various features, such as population and air pollution levels, with Phoenix. The presentation included video clips showing how the system operates and concluded with secrets of implementing their efficient busway system.

After the presentation, Wulf Grote added some comments and noted that land use planning was integrated with the transportation planning. Planning efforts began in Curitiba in the 1960s and 1970s. He added that a subway may be added in the area. Steve Hogan asked about the political structure in Curitiba. Mary O'Connor added that the new starts criteria issued by the Federal Transit Administration integrates the lessons of Curitiba, including land use/transportation integration and public support.

5. MAG Fixed Guideway System Study: Draft Report

Mark Peterson addressed the TRC and provided an overview of the study tasks and options evaluated. He noted that each option was judged against the existing Long Range Transportation Plan (LRTP). Evaluations considered 2020 annualized capital and operating/maintenance costs. Goals and objectives were created and evaluated using cost effectiveness indexes. He discussed the performance evaluation summary included in chapter five of the draft final report. He noted the key conclusions of the study, and summarized that a multimodal transit concept was the preferred option.

Terry Johnson provided a brief overview of the funding concept, noting that the data was reviewed by Bob Schaevitz. Mary O'Connor noted that the overall key conclusion of the study was satisfactory, but that she had three areas of concern about the study. First, the enhanced bus network should have been removed from the study since it doesn't incorporate local transit plans and is not a fixed guideway option. Second, the modeling results used in the study may not be completely accurate, and uninformed persons

may not understand how to use the modeling results. Third, the financial plan may not be presented to accurately depict current local circumstances. She requested that this concept be given additional consideration. Finally, Mary expressed concerns over the public involvement process used to create the plan, and noted that more public discussion was needed given the high level of detail in the report.

Steve Hogan expressed concerns about the modeling data used to evaluate the options, adding that the data is not completely accurate for some areas of the MAG region. He stated that the study lacks overall vision and limits future transportation possibilities. He disagreed with using this report as a foundation for updating and implementing the Long Range Transit Plan. He added that Scottsdale's needs were not accurately considered in the study, and that additional transit funding could be found in Scottsdale.

Ken Driggs added that some data in this study could be misused by others not familiar with the study. He added that the preliminary study needed explanation, and that the comparison between enhanced bus and the fixed guideway options did not seem reasonable. He concluded that the data presented throughout the report may not support the conclusion of the study.

Wulf Grote mentioned that much work was needed in the modeling area, and that details in the document may be misused due to inaccuracies in the transportation model. Jeff Martin moved that a sub-committee be established to further discuss these concerns. Ken Driggs seconded the motion, and the motion was discussed.

Terry Johnson noted that all concerns could be addressed individually, and noted the need to conclude this study and move forward with the corridor studies and express bus study. The motion passed unanimously, and several members indicated they wanted to be involved. Mary O'Connor volunteered to lead the group and report results to the entire TRC at the next meeting. Wulf Grote added that the federal funding is secured based on regional support of the MIS, and that FTA may have difficulty with delay of adoption of the MIS.

#### 6. Transportation Manager's Report

Terry Johnson addressed the TRC to describe recent transportation planning activities and upcoming agenda items for the MAG Management Committee. He mentioned that much is occurring in the public involvement area, and that guidelines for project selection should be evaluated by the TRC on December 1, 1998. He added that funding estimates for completion of the FMS had been developed, and that funding estimates for the ADOT program were being developed. He added that federally funded projects would need to be submitted by December 31, and that the Management Systems and CMS reports will need to be approved.

#### 7. Approval of Consent Agenda

Steve Hogan moved to approve the consent agenda, Tom Buick seconded the motion, and the motion passed unanimously.

\*8. Needs Criteria for Developing Regional Transportation Funding Allocations

TEA-21 specifies that “for purposes of developing the Transportation Improvement Program, the Metropolitan Planning Organization, Public Transit Agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.” ADOT and MAG staff have been working together to develop this estimate as part of a six point agreement.

At the last TRC meeting, a presentation was made by Eric Anderson on a fair share concept for developing an ADOT allocation for the region. The concept is based on returning funds to a region in proportion to revenues contributed to HURF and Federal funding accounts. Discussions have continued under the six point agreement to develop funding estimates based on needs criteria. A copy of the needs criteria information provided to the Management Committee and the Regional Council Transportation Subcommittee was included as an agenda attachment.

\*9. TEA-21 Enhancement Fund Guidelines and Schedule for Applications

TEA-21 reauthorized the transportation enhancements (TE) fund program. TE are transportation-related activities that are designed to strengthen the cultural, aesthetic and environmental aspects of the nation’s intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification to the mitigation of water pollution from highway runoff. Applications for this round of TE funding are due at the MAG offices by November 2, 1998. The MAG Enhancement Fund Application Guidelines and Background Information can be obtained by calling MAG Staff.

\*10. 1998 Update of the MAG Management Systems Report

Guidelines are being developed for the selection of projects for funding. These guidelines will need to be incorporated into the MAG Management Systems Report. The Management Systems Report contains technical information on results of the Management Systems and Title VI factors that need to be considered in programming transportation projects. A partial draft of the Management Systems Report was included as an agenda attachment to provide an opportunity for early review.

\*11. Proposed Amendments to the FY 1999-2003 MAG Transportation Improvement Program

The FY 1999-2003 MAG Transportation Improvement Program (TIP) was approved by the Regional Council in March 1998, and final Regional Council approval was in September, 1998. ADOT has since selected four local projects for federal funding in 1999. These projects need to be included in the TIP to proceed with construction.

Also, four privately funded, regionally significant projects were submitted by Maricopa County in March 1998, but were unable to be included in the air quality conformity analysis for the TIP. Current guidelines

suggest that such projects should be submitted for a regional emissions analysis once the TIP has been approved and then the TIP should be amended to incorporate the projects.

With approval of the consent agenda, the FY 1999-2003 TIP was amended to include the following safety and bridge projects in FY 1999: Phoenix, 59th Avenue bridge at the Grand Canal (total cost \$1,500,000, federal share \$600,000); Phoenix, Dobbins Road at 20th Street re-alignment (total cost \$200,000, federal share \$188,600); Phoenix, Buckeye Road at 17th Avenue reconstruction (total cost \$230,000, federal share \$216,900); Maricopa County, Various Locations Bridge Inspections (total cost \$60,000, federal share \$48,000) subject to consultation on the air quality exempt status of these projects. Also, the TIP was amended to include four privately funded Maricopa County projects in the New River area in FY 2003: Construct new four lane roadway with bike lanes along Roadway Links B1 (total cost \$17,170,819), D1 (total cost \$1,528,509), E1 (total cost \$8,040,900) and HB (total cost \$2,813,600), subject to an air quality regional emissions analysis being completed for these projects.

### 13. Report on MAG Freeway Program

Eric Anderson addressed the TRC. He explained that the update process for the ADOT Life Cycle Program is progressing. Important factors to consider in this process is the increase in construction and right-of-way costs, adding a third lane to the Red Mountain and the San Tan (Mesa portion), and the screen mitigation process used in Phoenix. Eric noted that these factors would be considered for incorporation into the program, but emphasized that the current completion schedule would need to be maintained. Therefore, these requests may not be incorporated into the Life Cycle Program unless adequate funds were available.

### 15. Amendment Request to Maricopa County Zoning Ordinance Regarding Billboard Relocation

Terry Johnson introduced this topic, and asked for explanation from Tom Buick of Maricopa County. Tom was not familiar with the specifics of the proposal. Harvey Friedson noted that the agenda was inaccurate in noting Tempe's position; he said that Tempe had a strong opposition to the billboard relocation and agreed with the Maricopa County staff recommendation to reject the amendment request. Patrice Kraus asked for a description of the action needed from the TRC, and Jim Matteson explained that the County staff would like a position of support from the TRC. Tom Buick agreed with Jim. Harvey described the proposal and noted some problems with the proposal. Tami Ryall added that the proposal was voted down unanimously by the Maricopa County Planning and Zoning Commission, which supported the staff recommendation. Mike Cartsonis added that several years ago, the MAG Billboard Committee had been opposed to billboards along freeways.

Harvey Friedson moved to support the Maricopa County staff recommendation of rejecting the request, and Jeff Martin seconded the motion. The motion passed with ADOT abstaining.

12. Process for Developing Guidelines for the FY 2000-2004 Transportation Improvement Program

John Farry addressed the committee to provide background on this agenda item. He noted that funding allocations were needed from ADOT, and that public involvement and technical guidance would help to develop the Transportation Improvement Program (TIP). He continued by reviewing the schedule for development of guidelines and provided a review of the early phase public involvement process.

Harvey Friedson mentioned that he was not in favor of more funding for HOV lanes. Victor Mendez added that the ADOT programming process schedule does not match the MAG schedule, and that this issue should be addressed. Patrice Kraus said that determining the ADOT funding estimate was vital in continuing with the process, and asked if ADOT could provide a draft funding estimate with footnotes. Victor responded that ADOT is working to determine the funding estimate and discussing how the estimate should be determined. Patrice emphasized that this matter should be resolved as quickly as possible.

14. Potential Freeway Management System Projects for Inclusion in the Freeway Life Cycle Program

Jeff Martin began by noting that discussion of this item was premature since guidelines for project selection had not yet been developed. He suggested discussion of whether to include Freeway Management System (FMS) infrastructure in the Freeway Life Cycle Program be considered and discussed as part of the process used to develop guidelines. He moved to discuss this item at the next TRC meeting. Ken Driggs seconded the motion. Victor Mendez noted that this issue needed to be handled quickly since freeways were currently under construction. The motion passed with Glendale, Peoria and ADOT voting against the motion.

16. ADOT I-10 Corridor Profile Study

Discussion of this agenda item was deferred to the next TRC meeting.

17. Next Meeting Date

Due to the time constraints related to the establishment of guidelines for the MAG programming process, the next TRC meeting will be held on December 1, 1998 at 10:00 a.m. in the MAG Office, Saguaro Room.